

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, WEDNESDAY, FEBRUARY 26, 1879.

日六初月二年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane; Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry. E. C. BATES, HENDY & Co., 4, Old Jewry. E. C. BATES, HENDY & Co., 4, Old Jewry.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HENNING & Co., Manila.

CHINA:—MACAO, MESSRS. A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS. Chairman—W. H. FORBES, Esq.

Deputy Chairman—HON. W. KESWICK.

E. R. BELMONT, Esq., WILHELM REINER, Esq.

H. L. DALRYMPLE, Esq., F. D. SASSOON, Esq.

H. HOFFMANN, Esq., W. S. YOUNG, Esq.

A. MÖLVER, Esq.

CHIEF MANAGER, HONGKONG, THOMAS JACKSON, Esq.

MANAGER, SHANGHAI, EMMET CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG. INTEREST ALLOWED.

ON Current Deposit Account at the rate of 3 per cent per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 2 1/2 per annum.

At 6 months' notice 3 per annum.

At 12 months' notice 4 per annum.

On Current Accounts at Rates which can be ascertained at this Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, 2,800,000. RESERVE FUND, 1,100,000.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

F. H. TONGS, Esq., begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

Shop—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

For Sale.

RECENTLY ARRIVED, FOR SALE.

RODGERS'S CELEBRATED CUTLERY.

WATERLOO'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES.

TABLE GLASSWARE.

GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes.

ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS.

COPPER WIRE GAUZE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS, INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS, by First-class Composers.

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine Selection of SHERRIES.

Very Fine "O. K." BOURBON WHISKY.

CHATEAU DE PEANES. (A fine full flavoured Breakfast CLARET.)

BRANDIES. GIN. LIQUEURS. &c.

LAMMERT, ATKINSON & CO.

Hongkong, February 21, 1879.

FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co., Sole Agents for China.

Hongkong, February 19, 1879.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EITNER, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WATSON, Shanghai.

Hongkong, March 1, 1878.

NOTICES OF FIRMS.

COMPAGNIE DES MESSAGERIES MARITIMES.

HONGKONG AGENT.

FROM Date Mr. G. DE CHAMPEAUX Assumes the Management of the Company's Agency at this Port.

L. HENNEQUIN, Acting Agent.

Hongkong, February 13, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr. CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879.

NOTICE.

I HAVE admitted Captain EDWARD BURNIE to an Interest in my Business of MARINE SURVEYOR.

R. H. CAIRNS, Club Chambers.

Hongkong, February 5, 1879.

NOTICE.

I HAVE This Day ESTABLISHED myself as a COMMISSION MERCHANT, &c., at No. 2, Queen's Road, under the Style of "J. G. SMITH & Co."

J. GRANT SMITH, Hongkong, January 1, 1879.

For Sale.

EX LATE ARRIVALS.

WOOLLEN SOCKS, DRAWERS and UNDERSHIRTS. LETT'S DIARIES, LETT'S DIARIES. RIDING WHIPS, BRIDLES and PONY HARNESS. RUG STAPLS, YORK HAMS, CHIT BOOKS. HORSE CLIPPERS, FILTERS, SILVER LAMPS. French and English BOOTS and SHOES. The New Patent LIFE VESTS. PONY HARNESS, CHUBB'S FIREPROOF SAFES. SALAMANDERS for Heating Baths.

WORKS OF REFERENCE, California APPLES. HAIR BRUSHES, BILLIARD CLOTHS. COPYING PRESSES, CHERRY'S HATS. SCARFS, COLLARS, KID GLOVES. FOOD WARMERS, CIGARETTES. CRICKET BATS, BALLS, GLOVES, &c. PANTAGA'S HAVANA CIGARS. BATH TOWELS, PAINT BOXES. DAMASK for Table Cloths, STATIONERY.

PATENT WATER CLOSETS, POCKET BOOKS. DOG COLLARS and CHAINS, TENNIS BALLS. CHILDREN'S BOOKS, VALISES. Ladies' and Gentlemen's DRESSING BAGS, Fitted. AIR CUSHIONS, BILLIARD BALLS. SHORT SMIDERS with SWORD BAYONETS. BASS'S ALE. GUINNESS'S STOUT, Bottled by FOSTER. Bass in Hds., SACCONI'S SHERRIES.

LANE, CRAWFORD & Co.

Hongkong, January 9, 1879.

Intimations.

CHINESE IMPERIAL GOVERNMENT

LOAN 1877.

THE COUPONS falling due 23rd February current of the above LOAN, together with the BONDS DRAWN for Redemption, will be Paid at the Office of this Corporation on and after that Date.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents Issuing the Loan, T. JACKSON, Chief Manager.

Hongkong, February 22, 1879.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending 31st December last, at the Rate of ONE POUND STERLING (£1 5s.) per Share of £100, is PAYABLE on and after MONDAY, the 17th Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, February 15, 1879.

NOTICE.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of MEMBERS of THE HONGKONG GENERAL CHAMBER OF COMMERCE, is UN-avoidably POSTPONED to TUESDAY, the 4th March, 1879, at 3.30 p.m.

By Order, E. GEORGE, Secretary.

Hongkong, February 25, 1879.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in an ACCOUNT of BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the Accounts will be Closed.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, February 25, 1879.

TAKASHIMA COAL.

THE Undersigned are prepared to DELIVER the above COAL, ex Godown, in quantities to suit Purchasers.

LINSTEAD & Co.

Hongkong, February 1, 1879.

NOTICE.

FROM the 1st of OCTOBER, Dr. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 60, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 28, 1878.

GEORGE PHILLIP DAK (DECEASED).

CLAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

H. F. HANCE, Acting Consul.

Canton, Feb. 25, 1879.

MOORE & Co., "VARIETY STORE."

NEWS AGENTS and TOBACCONISTS.

No. 42, Queen's Road Central.

Hongkong, September 10, 1878.

DENTAL NOTICE.

Dr. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next.

Hongkong, February 10, 1879.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

ON SATURDAY NEXT, the 1st March, the "WHITE CLOUD" will leave for MACAO at 2.30 p.m., and on the Return Trip on MONDAY, will leave at 7.30 a.m. First-class Fare to MACAO and Back between SATURDAY and MONDAY, \$3; Second-class, \$1.50.

By Order, P. A. DA COSTA, Secretary.

Hongkong, February 25, 1879.

Auctions.

PUBLIC AUCTION.

ARTHUR SMITH AND OTHERS VERSUS KIER AND OTHERS.

By order of the Sheriff, under direction from the Registrar of the Supreme Court, by Virtue of an Execution in the Supreme Court in the above-named Suit.

THE Undersigned will sell by Public Auction, on

THURSDAY, the 27th February, 1879, at 2 p.m., at BALL'S COURT, the Residence of W. MACGREGOR SMITH, Esq.,

The whole of the HOUSEHOLD FURNITURE, etc., comprising:—

English-made Walnut Drawing-room Suite.

Marble-top Tables and Tea Poys, Corner Whatnots.

Chimney Glasses, Oleographs, Carpets, Rugs, and Ornaments.

Teak Extension Dining Table, Dining-room Chairs, Card Table, American-made Sideboard with Glass, Dinner, Dessert, and Breakfast Sets, Glass and Plated Ware.

Double and Single Iron Bedsteads, Iron Cots, Wardrobes, Chest of Drawers, Mahogany Cheval Glass, Marble-top Toilet Table and Washstands, Writing Table, and Copying Press.

One Pony Trap and Pony.

Catalogues will be issued, and the whole to be on view on and after Wednesday, the 26th Instant.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, Feb. 22, 1879.

PUBLIC AUCTION.

By order of the BOARD OF DIRECTORS OF THE CLUB LUSITANO, with the sanction of a majority of the Shareholders given in General Meeting.

THE Undersigned will sell by Public Auction, on

SATURDAY, the 1st March, 1879, at 2 p.m., on the Premises,—

Lot 1.—All that Piece or Parcel of GROUND, being portion of Inland Lot No. 125, measuring about 6,406 square feet, with a Frontage of 91 feet, more or less, on Elgin Terrace; and the MATERIALS of that portion of the Building known as the LUSITANO THEATRE, being upon the said Piece of Ground.

Lot 2.—The GAS SUNLIGHT, BRACKETS, PIPES, and other GAS FITTINGS, and SEATS in the said Theatre.

Conditions of Sale, and Particulars of the Property may be obtained upon application at the Office of the Undersigned, where also a Plan of the Premises may be seen.

J. M. ARMSTRONG, Auctioneer.

Hongkong, February 12, 1879.

PUBLIC AUCTION.

THE Undersigned has received Instructions from H. M. Naval Storekeeper, to sell by Public Auction, on

TUESDAY, the 11th of March, 1879, at 11 o'clock a.m., at H. M. NAVAL YARD,—

Sundry condemned NAVAL and VICTUALLING STORES, comprising:—

Old Wrought and Cast Iron, Iron Tanks, Leather Hoses, Canvas, Lamps, Lanterns, Glass, Clocks, Boats, etc., etc.

Sundry Provisions, Clothing, etc.

And, 2817 lbs. Tobacco.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, Feb. 21, 1879.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship

"KWANGTUNG," Capt. PUNCHARD, will be despatched for the above Ports on FRIDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, February 25, 1879.

FOR AMOY, TAMSUI & TAIWANFOO. The Steamship

"HAILONG," Captain Goons, will be despatched for the above Ports on SATURDAY, the 1st Proximo, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, February 25, 1879.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Australasian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.

The Company's Steamship "OCEAN,"

Edmondson, Commander, will be despatched as above on WEDNESDAY, the 5th Proximo, at Noon.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.

Hongkong, February 18, 1879.

Sailing Vessels.

FOR MANILA.

The Spanish Barque "VICENTA,"

Captain TAZMOVA, will have immediate despatch as above.

For Freight, apply to REMEDIOS & Co.

Hongkong, February 24, 1879.

FOR VICTORIA (VANCOUVER'S ISLAND).

The A 1 American Bark "HELENE,"

Captain Snow, will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, February 13, 1879.

FOR PORTLAND (OREGON).

The A 1 American Bark "COLOMA,"

Intimations.

3rd DRAWING.

Chinese Imperial Government Loan 1877.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following numbers of Bonds to be paid off at par, on the 28th of February next (1879), when the Interest thereon will cease to be payable, were this day Drawn at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, situate No. 31 Lombard Street, in this City, in the presence of Mr. WILLIAM NICHOLLS, Acting Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1147 Bonds Nos.:

| | | | | | | | | | |
|------|------|------|------|------|------|-------|-------|-------|-------|
| 11 | 1614 | 3229 | 4844 | 6443 | 8063 | 9622 | 11276 | 12883 | 14498 |
| 21 | 1637 | 3240 | 4848 | 6457 | 8065 | 9625 | 11287 | 12899 | 14509 |
| 31 | 1641 | 3262 | 4868 | 6469 | 8083 | 9631 | 11307 | 12915 | 14521 |
| 41 | 1666 | 3276 | 4880 | 6492 | 8095 | 9703 | 11315 | 12932 | 14536 |
| 51 | 1680 | 3279 | 4900 | 6500 | 8110 | 9718 | 11335 | 12940 | 14560 |
| 61 | 1694 | 3294 | 4903 | 6517 | 8133 | 9740 | 11344 | 12957 | 14570 |
| 71 | 1701 | 3318 | 4926 | 6538 | 8136 | 9746 | 11355 | 12968 | 14578 |
| 81 | 1722 | 3329 | 4931 | 6552 | 8153 | 9770 | 11372 | 12991 | 14591 |
| 91 | 1732 | 3337 | 4956 | 6556 | 8164 | 9778 | 11386 | 12999 | 14605 |
| 101 | 1742 | 3359 | 4967 | 6579 | 8180 | 9788 | 11400 | 13010 | 14620 |
| 111 | 1764 | 3371 | 4971 | 6589 | 8194 | 9813 | 11414 | 13028 | 14640 |
| 121 | 1769 | 3392 | 4992 | 6596 | 8205 | 9824 | 11428 | 13086 | 14657 |
| 131 | 1791 | 3402 | 5012 | 6610 | 8223 | 9845 | 11453 | 13072 | 14699 |
| 141 | 1804 | 3416 | 5021 | 6625 | 8238 | 9845 | 11477 | 13079 | 14699 |
| 151 | 1824 | 3426 | 5039 | 6644 | 8247 | 9858 | 11484 | 13097 | 14705 |
| 161 | 1825 | 3445 | 5045 | 6659 | 8264 | 9874 | 11502 | 13106 | 14716 |
| 171 | 1835 | 3458 | 5067 | 6682 | 8284 | 9887 | 11509 | 13123 | 14731 |
| 181 | 1842 | 3469 | 5082 | 6698 | 8291 | 9899 | 11510 | 13123 | 14731 |
| 191 | 1874 | 3486 | 5099 | 6699 | 8306 | 9915 | 11528 | 13137 | 14743 |
| 201 | 1880 | 3499 | 5109 | 6708 | 8322 | 9930 | 11537 | 13151 | 14765 |
| 211 | 1894 | 3512 | 5124 | 6725 | 8333 | 9953 | 11563 | 13164 | 14784 |
| 221 | 1916 | 3528 | 5141 | 6735 | 8356 | 9958 | 11565 | 13179 | 14797 |
| 231 | 1921 | 3542 | 5149 | 6758 | 8361 | 9970 | 11584 | 13190 | 14809 |
| 241 | 1934 | 3556 | 5162 | 6773 | 8382 | 9987 | 11603 | 13208 | 14814 |
| 251 | 1940 | 3561 | 5179 | 6780 | 8389 | 10005 | 11607 | 13222 | 14828 |
| 261 | 1974 | 3594 | 5193 | 6798 | 8401 | 10011 | 11631 | 13235 | 14861 |
| 271 | 1985 | 3599 | 5199 | 6808 | 8428 | 10026 | 11642 | 13247 | 14865 |
| 281 | 1999 | 3612 | 5215 | 6821 | 8439 | 10045 | 11663 | 13268 | 14870 |
| 291 | 2011 | 3622 | 5235 | 6837 | 8448 | 10066 | 11667 | 13284 | 14883 |
| 301 | 2029 | 3640 | 5241 | 6857 | 8463 | 10071 | 11689 | 13299 | 14899 |
| 311 | 2035 | 3653 | 5263 | 6868 | 8483 | 10084 | 11691 | 13301 | 14918 |
| 321 | 2058 | 3666 | 5268 | 6876 | 8485 | 10095 | 11710 | 13317 | 14927 |
| 331 | 2072 | 3682 | 5282 | 6892 | 8500 | 10117 | 11729 | 13355 | 14942 |
| 341 | 2081 | 3691 | 5294 | 6906 | 8517 | 10130 | 11734 | 13347 | 14955 |
| 351 | 2097 | 3710 | 5319 | 6926 | 8539 | 10141 | 11747 | 13361 | 14969 |
| 361 | 2114 | 3714 | 5328 | 6931 | 8541 | 10143 | 11763 | 13379 | 14983 |
| 371 | 2128 | 3738 | 5337 | 6951 | 8567 | 10172 | 11783 | 13388 | 14998 |
| 381 | 2130 | 3741 | 5353 | 6955 | 8570 | 10183 | 11793 | 13411 | 15010 |
| 391 | 2144 | 3760 | 5368 | 6974 | 8586 | 10193 | 11804 | 13417 | 15024 |
| 401 | 2167 | 3780 | 5389 | 6999 | 8602 | 10212 | 11817 | 13428 | 15041 |
| 411 | 2184 | 3790 | 5403 | 7003 | 8612 | 10228 | 11824 | 13441 | 15057 |
| 421 | 2189 | 3803 | 5405 | 7019 | 8627 | 10239 | 11850 | 13468 | 15069 |
| 431 | 2190 | 3817 | 5426 | 7042 | 8642 | 10253 | 11852 | 13474 | 15084 |
| 441 | 2226 | 3828 | 5437 | 7047 | 8653 | 10271 | 11875 | 13498 | 15098 |
| 451 | 2229 | 3841 | 5460 | 7060 | 8659 | 10277 | 11891 | 13500 | 15114 |
| 461 | 2252 | 3852 | 5474 | 7074 | 8682 | 10302 | 11906 | 13511 | 15127 |
| 471 | 2258 | 3854 | 5485 | 7083 | 8703 | 10306 | 11927 | 13529 | 15157 |
| 481 | 2262 | 3861 | 5495 | 7101 | 8712 | 10325 | 11932 | 13541 | 15180 |
| 491 | 2268 | 3870 | 5516 | 7125 | 8732 | 10333 | 11943 | 13554 | 15187 |
| 501 | 2280 | 3881 | 5528 | 7129 | 8743 | 10380 | 11959 | 13569 | 15180 |
| 511 | 2314 | 3925 | 5543 | 7146 | 8755 | 10382 | 11978 | 13584 | 15200 |
| 521 | 2336 | 3938 | 5560 | 7164 | 8765 | 10376 | 11986 | 13600 | 15218 |
| 531 | 2352 | 3956 | 5574 | 7174 | 8789 | 10390 | 12000 | 13617 | 15220 |
| 541 | 2364 | 3964 | 5584 | 7193 | 8804 | 10418 | 12016 | 13680 | 15234 |
| 551 | 2376 | 3978 | 5600 | 7202 | 8810 | 10433 | 12028 | 13684 | 15249 |
| 561 | 2384 | 3985 | 5604 | 7214 | 8825 | 10434 | 12043 | 13655 | 15268 |
| 571 | 2398 | 4009 | 5627 | 7227 | 8840 | 10448 | 12057 | 13669 | 15277 |
| 581 | 2412 | 4022 | 5641 | 7237 | 8852 | 10460 | 12070 | 13683 | 15293 |
| 591 | 2435 | 4038 | 5645 | 7265 | 8874 | 10484 | 12090 | 13697 | 15305 |
| 601 | 2441 | 4060 | 5655 | 7269 | 8889 | 10491 | 12101 | 13716 | 15318 |
| 611 | 2461 | 4074 | 5680 | 7286 | 8903 | 10502 | 12116 | 13722 | 15332 |
| 621 | 2477 | 4088 | 5691 | 7303 | 8908 | 10516 | 12130 | 13742 | 15355 |
| 631 | 2492 | 4097 | 5710 | 7318 | 8922 | 10531 | 12140 | 13755 | 15361 |
| 641 | 2496 | 4104 | 5714 | 7323 | 8938 | 10543 | 12157 | 13763 | 15381 |
| 651 | 2511 | 4128 | 5729 | 7340 | 8950 | 10560 | 12169 | 13780 | 15393 |
| 661 | 2521 | 4144 | 5753 | 7355 | 8967 | 10574 | 12182 | 13792 | 15402 |
| 671 | 2545 | 4147 | 5757 | 7366 | 8979 | 10580 | 12197 | 13809 | 15421 |
| 681 | 2562 | 4164 | 5770 | 7387 | 8989 | 10594 | 12215 | 13821 | 15432 |
| 691 | 2567 | 4186 | 5784 | 7393 | 9011 | 10613 | 12224 | 13836 | 15443 |
| 701 | 2578 | 4190 | 5802 | 7412 | 9021 | 10628 | 12245 | 13849 | 15459 |
| 711 | 2604 | 4214 | 5823 | 7428 | 9036 | 10642 | 12254 | 13854 | 15472 |
| 721 | 2607 | 4228 | 5828 | 7436 | 9054 | 10655 | 12271 | 13873 | 15486 |
| 731 | 2625 | 4238 | 5841 | 7453 | 9086 | 10685 | 12306 | 13903 | 15517 |
| 741 | 2640 | 4250 | 5853 | 7475 | 9093 | 10699 | 12313 | 13919 | 15532 |
| 751 | 2650 | 4282 | 5881 | 7492 | 9105 | 10724 | 12325 | 13935 | 15543 |
| 761 | 2655 | 4298 | 5900 | 7508 | 9110 | 10725 | 12336 | 13941 | 15566 |
| 771 | 2695 | 4304 | 5910 | 7520 | 9130 | 10740 | 12356 | 13963 | 15576 |
| 781 | 2713 | 4325 | 5927 | 7541 | 9147 | 10757 | 12366 | 13974 | 15593 |
| 791 | 2727 | 4357 | 5944 | 7547 | 9157 | 10769 | 12377 | 13989 | 15609 |
| 801 | 2740 | 4372 | 5959 | 7573 | 9171 | 10782 | 12393 | 14006 | 15623 |
| 811 | 2750 | 4366 | 5967 | 7578 | 9191 | 10806 | 12405 | 14019 | 15626 |
| 821 | 2762 | 4378 | 5980 | 7594 | 9200 | 10809 | 12423 | 14036 | 15640 |
| 831 | 2773 | 4390 | 5994 | 7604 | 9219 | 10829 | 12434 | 14053 | 15656 |
| 841 | 2796 | 4403 | 6011 | 7617 | 9230 | 10841 | 12452 | 14069 | 15672 |
| 851 | 2813 | 4416 | 6028 | 7640 | 9243 | 10852 | 12462 | 14082 | 15686 |
| 861 | 2828 | 4438 | 6040 | 7649 | 9256 | 10870 | 12477 | 14095 | 15690 |
| 871 | 2838 | 4462 | 6049 | 7663 | 9281 | 10887 | 12490 | 14109 | 15699 |
| 881 | 2851 | 4454 | 6067 | 7679 | 9287 | 10897 | 12504 | 14114 | 15716 |
| 891 | 2857 | 4476 | 6089 | 7697 | 9307 | 10911 | 12520 | 14130 | 15729 |
| 901 | 2883 | 4489 | 6092 | 7706 | 9312 | 10924 | 12533 | 14141 | 15745 |
| 911 | 2893 | 4508 | 6117 | 7725 | 9327 | 10942 | 12557 | 14156 | 15753 |
| 921 | 2912 | 4517 | 6124 | 7736 | 9341 | 10951 | 12561 | 14173 | 15766 |
| 931 | 2925 | 4536 | 6144 | 7753 | 9363 | 10964 | 12578 | 14185 | 15787 |
| 941 | 2937 | 4545 | 6157 | 7767 | 9379 | 10978 | 12592 | 14200 | 15794 |
| 951 | 2954 | 4564 | 6164 | 7775 | 9382 | 11004 | 12604 | 14215 | 15810 |
| 961 | 2965 | 4572 | 6176 | 7795 | 9406 | 11007 | 12615 | 14229 | 15825 |
| 971 | 2972 | 4592 | 6189 | 7811 | 9418 | 11019 | 12629 | 14240 | 15838 |
| 981 | 2980 | 4600 | 6211 | 7817 | 9428 | 11041 | 12644 | 14255 | 15855 |
| 991 | 3010 | 4617 | 6218 | 7827 | 9458 | 11049 | 12658 | 14275 | 15866 |
| 1001 | 3022 | 4624 | 6242 | 7845 | 9451 | 11063 | 12677 | 14281 | 15879 |
| 1011 | 3038 | 4638 | 6258 | 7858 | 9467 | 11077 | 12688 | 14293 | 15891 |
| 1021 | 3061 | 4654 | 6265 | 7878 | 9480 | 11100 | 12705 | 14310 | 15907 |
| 1031 | 3068 | 4668 | 6276 | 7885 | 9495 | 11103 | 12715 | 14325 | 15928 |
| 1041 | 3080 | 4692 | 6291 | 7898 | 9510 | 11122 | 12730 | 14342 | 15938 |
| 1051 | 3088 | 4694 | 6307 | 7913 | 9524 | 11139 | 12744 | 14352 | 15958 |
| 1061 | 3098 | 4711 | 6326 | 7927 | 9538 | 11156 | 12756 | 14365 | 15965 |
| 1071 | 3119 | 4730 | 6337 | 7932 | 9549 | 11166 | 12771 | 14387 | 15976 |
| 1081 | 3135 | 4737 | 6343 | 7953 | 9569 | 11180 | 12785 | 14399 | 15992 |
| 1091 | 3145 | 4750 | 6368 | 7973 | 9579 | 11196 | 12799 | 14413 | 16003 |
| 1101 | 3174 | 4773 | 6381 | 7986 | 9603 | 11208 | 12815 | 14427 | 16017 |
| 1111 | 3176 | 4781 | 6390 | 8005 | 9606 | 11228 | 12829 | 14439 | 16031 |
| 1121 | 3189 | 4790 | 6400 | 8023 | 9610 | 11231 | 12847 | 14452 | 16047 |
| 1131 | 3203 | 4814 | 6422 | 8033 | 9639 | 11250 | 12865 | 14464 | 16061 |
| 1141 | 3215 | 4822 | 6428 | 8045 | 9647 | 11261 | 12874 | 14491 | 16091 |

For £100 Sterling each, = £114,700.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents Issuing the Loan.

(Signed) W. NICHOLLS,
Acting Accountant

Counter-signed,

W. W. VENN, Junior,
Notary Public,

3, Pope's Head Alley, Cornhill, E.C.

LONDON, 12th December, 1878.

G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS,
AND
JEWELLERS,
NATIONAL INSTRUMENTS, CHARTS
AND BOOKS.
40, Queen's Road Central,
Hongkong, February 26, 1879.

HONGKONG WHARF & GODOWNS
STORAGE.

GOODS RECEIVED ON STORAGE at
Moderate Rates, in FIRST-CLASS
GODOWNS, under European supervision;
and VESSELS Discharged alongside the
WHARF on favorable Terms, with quick
despatch.

MEYER & Co.,
Proprietors,
Hongkong, November 26, 1878.

To-day's Advertisements.

FOR MANILA.
The 3/3 L. 1 Italian Bark
"ALFREDO,"
PITALUGA, Master, will be de-
spatched for the above Port on
FRIDAY, the 28th Instant.

The Jury List was taken into consideration at a private meeting of the Legislative Council this afternoon. There was, we believe, no other business before the Council to-day.

LONDON, Feb. 15.—The Duke of Richmond, Lord President of the Privy Council, said, in reply to a question, that a physician will be sent out to Astrachan by the British Government.—*Straits Times*.

THE *Alta California* of the 21st Jan. says that the project of a line of steamships between New York and China via the Suez Canal appears to meet with but little favor at the hands of merchants in that trade in the Eastern cities.

It is notified in the *Government Gazette* of to-day that, in accordance with a warrant from the Queen, His Excellency John Pope Hennessy has issued a commission under the public seal of the Colony, constituting and appointing William Henry Marsh, Esq., to be Colonial Secretary and Auditor General of the Colony of Hongkong; and that the said William Henry Marsh, Esq., has been duly sworn into office accordingly. It is also notified that His Excellency the Governor has been pleased to appoint the Hon. C. May to be acting Colonial Treasurer, provisionally, and until further orders.

We are requested to state that Tickets for Admission to the Stand and Enclosure, on the Cricket Ground on the occasion of the Athletic Sports, can be obtained at the Hongkong Club, the German Club, or on application to the Honorary Secretary (H. E. Wodehouse). The Sports will commence at 1 p.m., and punctuality will be strictly observed. The Colonel and Officers of the 74th Highlanders have kindly lent their Band, and hopes are entertained that the Colonel and Officers of the 27th Regt. will also lend theirs. Mr Coxon officiates as Judge, and Mr Hynes as starter, while Mr Deane acts as referee. In reference to the above we are requested to state that in the International tug-of-war, nationality is to be decided by that of the father.

By the arrival of the *Hailong* we learn that efforts were being made to extricate the steamer *Taiwan* from her precarious position; but we understand that a telegram has since been received, announcing that the unfortunate vessel has been entirely abandoned. All the officers and crew have arrived in Amoy, and the hull will be sold for what it will fetch at that port. It is satisfactory to know that all the treasure, the greater portion of the opium, and some of the general cargo have been saved—some of which has been forwarded to Taiwan, to which port and Tamsui it was destined. The Co.'s steamer *Yess* is due here to-morrow evening, when full particulars will doubtless come to hand of the loss of the *Taiwan*. The *Yess* comes direct from Amoy, and will not touch at Swatow.

A NOTIFICATION appears in the *Government Gazette* of to-day to the effect that, after the 31st March next, the regimental pay of Aides-de-Camp to Colonial Governors, amounting in the case of a Captain to £211 per annum, will have to be defrayed from the Colonial, instead of from the Imperial funds, in addition to the Staff pay and allowances; or, failing this, such officers must return to their Regiments, from which they can be no longer spared. This change is made under the provisions of the Royal Warrant of Promotions of the 18th August 1877. It seems only proper that cost of Aides-de-Camp to Colonial Governors should be removed from the Imperial funds; the supposition that such an official is performing his regimental duties while acting as Aide-de-Camp in a distant Colony would of course be in most cases a simple piece of official humbug. The same issue of the *Gazette* also announces that whenever a Governor requires a Queen's ship for any purpose which the Naval Authorities do not consider to be part of her ordinary duty, the cost of the coal will be charged against the Colony under his Government. If, however, the Governor is of opinion that the cost of the service in question should be charged against the Imperial funds or some other Colony, the Imperial Government will be open to consider his representations on the matter.

HONGKONG FIRE INSURANCE COMPANY.

The tenth ordinary meeting of the shareholders in the above Company was held this afternoon at the Offices of the General Managers in the Queen's Road. There were present: Hon. W. Keewick (in the chair), Messrs. Keelson, McEwen, Jackson, J. R. de Remedios, Linstead, Adams, Kinross, H. Smith, Shaw, C. P. Ober, Vanclose, Desson, Harford and E. F. Alford (Secretary).

The Secretary having read the notice convening the meeting, the Chairman said: With your permission, gentlemen, we will take the first business of the day, and that is to elect a

pleased with the result of the year 1877. In previous years I had only to offer congratulations to shareholders upon meeting them at these annual occasions. On this occasion, though we have losses to mention, I think we have also reason to congratulate the shareholders upon the results of our last year's business. As you are aware, the fire that occurred at Christmas caused a loss to the Company—a loss greater than has been sustained in any previous year—but still we have the most satisfactory sum of \$147,000 to show at the credit of the Company after meeting all the losses that were sustained. The losses in the particular fire to which I allude amounted to about \$148,000. There were also losses in Shanghai of some \$7,000 and there have been some minor ones; these comprise the losses of last year. And now I think there is a pleasing duty before the shareholders,—to acknowledge their indebtedness to the energy, courage, and perseverance, with which the Volunteer Fire Brigade has served the interest of the Colony. I hope the Government will take measures by which such a catastrophe as that which occurred on Christmas night, though we cannot possibly expect them not to re-occur in some degree,—may be greatly mitigated in its effects. It is not only the losses to the insurance office, that have to be regarded; there is an amount of misery entailed, and an amount of serious depreciation of the value of property in the Colony, a real diminution of capital, resulting from these fires, which, I think, it is the duty of the Legislature to prevent as far as it can. I think there is now little more for me to do than to propose that the Report as presented and the accounts be passed; but I shall be happy to answer any questions that may be put to me.

Mr McEwen seconded the motion.

Carried unanimously.

Mr LINSTEAD proposed and Dr ADAMS seconded, "That the usual remuneration be granted to the Consulting Committee."

Carried unanimously.

Mr McEwen proposed and Mr DEACON seconded, "That the remuneration to the Auditors be \$160 each."

Mr EYRE proposed and Mr CHATEL seconded, "That the present Consulting Committee, consisting of Messrs W. Keelson, A. P. McEwen, C. D. Bottomley, T. Jackson, and J. H. de Remedios, be re-elected."

Carried unanimously.

Dr ADAMS proposed and Mr VANCLOSE seconded, "That Messrs A. Coxon and H. Smith be re-elected Auditors."

Carried unanimously.

Mr BOTTOMLEY proposed and Mr COXON seconded, "That the usual remuneration to the gentleman who filled the office of Secretary be voted."

The CHAIRMAN, in putting the motion to the meeting, said he was pleased to express his own personal acknowledgments to Mr Alford for his great services and great attention to the interests of the Company.

Carried unanimously.

The SECRETARY expressed his thanks to the Shareholders for their vote, and to Mr Keewick for his remarks.

The CHAIRMAN: The dividend warrants will be issued immediately. I should be glad to hear any remarks which any shareholders present may be disposed to make with regard to the business of the Company. There is one matter which I almost omitted to mention, that is, that it will be desirable to call an extraordinary meeting of the Company with the view to making some alterations in the Articles of Association, by which the net profits of the Company may be somewhat differently divided to what they are at present. It is proposed that in order to meet such a contingency as that of the losses which were shown last year, and that the contributors of business may still receive that return on their contributions which they have been in the habit of receiving, to make some alterations, and with that view an extraordinary general meeting will be called shortly. In making provision for such allowances to contributors of business the interests of shareholders will of course be considered. It is a most important matter that in any change which may be made that the great principle of maintaining our Reserve Fund should not be lost sight of. That Reserve Fund is our great strength—a strength of which this Company ought to be proud, and any change made should not in any way interfere with the principles which the Articles of Association have hitherto enabled us to follow, and to create that which is our strength. It is important that contributors of business should receive their returns, while, at the same time, the interests of the shareholders will not be overlooked. The meeting will take place in a few weeks, and due notice of it will be sent round to the shareholders. The proceedings then terminated.

Police Intelligence.

26th February, 1879.

(Before C. V. Craigh, Esq.)

BREACH OF PASSENGER ORDINANCE—HEAVY PENALTY.

The Masters of the river steamer *Kinshan* and *Powen* appeared on a summons, charged with carrying an excessive number of passengers on their steamers on the 17th and 18th instants respectively. Mr W. H. Brereton appeared for the defendants, and Mr Sharp, the Crown Solicitor, prosecuted.

Brereton objected to the case being proceeded with on two grounds—1st, that the ordinance under which the summonses were issued is effete and in abeyance; and 2nd, that it is contrary to right, reason and common sense, and that as such the Court should pass it over and give no effect to it. As to the first objection Mr Brereton stated that in September 1877 a similar charge was brought against the master of the *Kinshan*, and showed that the ordinance was a tissue of absurdities and offered no protection to passengers while it afforded no criterion as to the proper number of passengers to be carried by a steamer. The Magistrate however inflicted the full penalty of \$5 for each passenger in excess, and the steamers were subsequently measured by order of H. E. the Governor, who remitted the whole of the fine except \$103. H. E. having satisfied himself that the ordinance was a tissue of nonsense, brought on a new ordinance, which, although not yet passed, was now before the Legislature.

Mr Sharp said that the Court had merely to consider the words of the ordinance (11 of 1874, Sec. 3) and that a careful account had been taken of the number of passengers on board the steamers on the 17th and 18th instants.

Mr Jose Luis de Solaz y Alva was then called to prove the tonnage of the steamers. The *Kinshan* was 3,636 tons, and the

sanctioned number of passengers would be 920. The net registered tonnage of the *Powen* is 636.69; this would give 424 passengers. She has special permit to run between this port, Canton and Macao, and nowhere else. She was so running on the 18th.

By Mr Brereton:—The Harbour Master is in the habit of issuing steam launch licences for that purpose. The steam launches running to Kowloon are licensed. The document produced is a bill of sale of the *Powen*, the registered tonnage is mentioned as 636.69. Supposing the blank spaces for deck houses had been filled, it might have augmented the tonnage. I think that more passengers than 2 for every three tons might be carried on board such steamers as the *Powen*. It is not the practice in the Harbour Office of stating the tonnage of a steamer in so many three tons.

By Mr Sharp:—The tonnage under tonnage deck is 790; 636.69 is the true net tonnage of the *Powen*.

Inspector Matheson was next called, and said:—I received instructions on the 17th and 18th with reference to the *Powen* and *Kinshan*. Acting on my instructions I sent four police boats to wait the arrival of the *Kinshan*. I went on the Canton Wharf and could see the steamer coming in. No boats went alongside of her until she got inside the junk anchorage. No coxies except those who were in uniform and had the Company's hats were allowed on board. There were police boats on either side of the steamer. I stationed myself at the main gangway, Inspector Lindsay at the forward gangway, and P. C. Campbell at the after gangway. I proceeded to count the passengers, and I had two constables and a sergeant stationed at the gangway to prevent the people making a rush. They came out one by one, and I counted 898. This did not, so far as I know, include a y of the crew. I am quite sure that I was accurate in my counting. I received similar instructions with reference to the *Powen*, and the following day, the 18th, similar precautions were taken. I stationed myself on the middle gangway. There are three gangways. I counted 491 passengers, and had taken very great care in my counting. I am quite sure that no one went on board.

By Mr Brereton:—I did not see the *Kinshan's* hull until she was within a mile or a mile and a half of the wharf. For all I know some of the persons I counted who came on shore from the steamers may have formed part of the crew. It is usual for boats to surround these steamers when they come into the Harbour. The gangway I was at was about 4 feet wide. I can only speak as to the number of passengers I counted myself. I will not undertake to swear that no one got on board of the *Kinshan* from the time I saw her hull until I got on board of her. I cannot swear that no junks went alongside before she rounded the point. I could not see her then.

P. C. Campbell (No. 68) on being called, said he gave the look-out's special instructions to clear everybody off the wharf before the steamer came alongside, and to allow nobody but the wharf coolies on the wharf. I saw the steamer first when she was about abreast of the Sailor's Home, and no one got on board of her after that until she came alongside the wharf. I stationed myself at the after gangway. There was no one on the wharf but the wharf coolies who all wore hats, the police and 6 seamen, all of whom I knew. The passengers were warned not to rush and they made no attempt to do so. I counted 547 persons. I don't believe any of these belonged to the crew. I know the crew pretty well. I counted 336 from the *Powen*.

By Mr Brereton:—I cannot swear that there were none of the crew amongst the 547 I counted, from the *Kinshan*, nor amongst the 236 I counted from the *Powen*. As near as I can judge I saw the steamer when abreast of the Sailor's Home.

By Mr Sharp:—The steamer can be seen right up to the Pass. She does not come round by Green Island, but across almost from Stone Cutter's Island.

The case was adjourned till 4 p.m., and on resuming,

Inspector Lindsay was examined, and gave corroborative evidence. He stated that he had counted the passengers who left the *Kinshan* and *Powen*.

In cross-examination by Mr Brereton, he said that he could not positively swear that no one went on board the steamers before they got alongside the wharf. He had seen the steamers some time before they reached the wharf, and had seen no boats go alongside of them. When the passengers were counted each hundred was written down. There was no system of tally handed to each passenger as he came on shore.

By Mr Sharp:—I cannot say at what rate of speed the steamers were travelling. The officers of the steamers asked me with what object I was counting. They could have checked my tally if they had liked.

P. C. No. 20 (Peterson) stated:—I was in a boat when the *Kinshan* was coming through the pass. I had glasses and could see her all the way. She was going at the usual speed. I can swear that no boats went near her until she passed the P. C. No. 20, and that she never stopped. She slackened and she entered the junk anchorage. I caught sight of the *Powen* as she was entering the fairway. I met her opposite the Harbour Master's Office. I then pulled up alongside of her to the wharf. I stayed alongside of her on the other side whilst she was alongside the wharf. There were two other police boats besides mine, and I can swear that no one got on board of her after she passed the Harbour Master's wharf.

By Mr Brereton:—The *Kinshan* steamed slowly whilst coming through the junk anchorage. Some one might have gone on board the *Powen* on the other side to which I was stationed.

P. C. No. 5 (Harper) gave similar evidence. He had been stationed aloft and could see both sides of the steamer as she came up to the wharf.

In cross-examination by Mr Brereton, witness said that he had been able to keep both sides of the steamer in view the whole time. He was only 10 yards distant of her, and was frightened of getting under the propeller.

Mr Brereton: Do you not know that the scow of the steamer makes a great commotion in the water?

Witness replied that he did know.

Mr Brereton remarked that if the witness could keep close under the steamer's stern and see both sides of her, that he must have a very good face.

In answer to Mr Sharp, witness said that the *Kinshan* was a paddle steamer (laughter).

Mr Brereton said that only made the matter worse.

By Mr Sharp:—I spoke to the Captain

arrival, and stated that no boats went alongside after he saw her.

Li Hung King, deposed:—I was a passenger on board the *Kinshan* on Monday, the 17th. It was very hard to walk about on board in consequence of the great crowd of passengers. Two boats came alongside at Whampoa; they were large cargo boats; each boat may have contained over a hundred persons. No passengers landed. When we entered Cap-sing-moon a steam-launch came alongside, but I did not notice any passengers leave the steamer. As we entered the Harbour I noticed 4 or 6 police boats surround the steamer. No other boats came near the steamer.

By Mr Brereton:—No one told me to go on board the steamer and take note of the number of passengers. No one told me to come here and give evidence.

Mr Brereton: Are you not paid to come here and give evidence?

Mr Sharp objected to this sort of browbeating.

Mr Brereton said that his experience was that evidence was often soaked up.

Mr Sharp said that it was not likely the police would cook up a case.

Mr Brereton said he did not say that they did.

Mr Craigh said that the witness was giving his evidence in a very straightforward manner.

Wong Asam, a quilt-maker, deposed to having been a passenger on board the *Powen* on the 18th from Canton. He went to sleep shortly after the steamer left Canton, and could not say whether or not the steamer stopped at Whampoa. He woke up when the steamer arrived here.

Mr Brereton said he proposed putting in two certificates signed by Captain Cairns, and if Mr Sharp would not admit them, he would have to call Captain Cairns.

Mr Sharp said that they could only act according to the Ordinance; he had no objection to have them put in, and his Worship could place what weight he liked upon them.

Mr Brereton said that His Worship would perhaps note that the *Kinshan*, according to those documents, had a superficial deck space of 12,071 ft, and the *Powen* 17,382 ft.

Alfred Gardner Carey, who was called for the defence, stated that he was the Captain of the *White Cloud*, running between Hongkong and Macao. He had been in the employ since the formation of the Company. He had formerly commanded the *Kinshan*. From his experience he would say that without over-crowding or danger to human life—well, the most he had ever carried was in September last, when he was fined, 1884. They could carry 2,000 comfortably. We can carry about 800 tons of measurement cargo, the most we have ever carried is about 13,000 bales of cotton. It is rather difficult to prevent the passengers from getting on board. They come on board in great numbers. The lower classes at Canton are very unruly and very turbulent. I have been in the habit of putting officers and guards on the gangway, but I find this insufficient. We cannot get any assistance at a moment's notice. I had no difficulty in navigating the ship when I had the 1684 passengers on board in September 1877. We are obliged to lay at the wharf until starting time.

The average number of passengers per trip depends a great deal on the amount of the passage money. I think that 500 per trip would not be too much. I only knew of one accident on board the steamers since the Company was started, that was on board the *Kinshan*, owing to the bursting of a steam-pipe, when one man was killed. Supposing the same arrangements were made with regard to the Company's steamers as there is in the passenger steam-launches, the passengers on board the launches would be in the greatest danger. The *Powen* could carry with safety 2,400 passengers. The *Powen* had a large number of passengers on board during the typhoon of 1874, and was perfectly safe. If the *Powen* sunk in the River the passengers might get to the top and be saved, but those down below would have pretty lively times of it. She could easily run into shallow water.

By Mr Sharp:—The *Poyang* was lost during her passage to Macao. She is the same class of vessel. There are boats on board the *Kinshan* sufficient to carry about 800 persons—perhaps more on an emergency. The passengers we carry can always be accommodated. Since the last time I was summoned a precaution has been taken against overcrowding by raising the fares from 10 to 20 cents. The male and female passengers are placed on the gangways to keep more than the regulation number of passengers from coming on board. There are two officers on board, the mate and purser. On busy mornings they have other work to do. The quarter-masters are also placed on the gangways. In bad weather we are sometimes detained over-night.

By Mr Brereton:—If we lay up at night we get into a secure anchorage.

Edward Arthur Pugh, the chief officer of the *Kinshan*, sworn, stated:—There was an unusual pressure of passengers on board the *Kinshan* on the 17th. Every precaution was taken to prevent their getting on board. The ports and gangways were all closed. Still the Chinese can get on board; they come alongside in boats and grapple on to the bulwarks. I have heard the Captain ask the Customs-House officers to help him to keep the passengers from crowding on board. Shoal water means shallow water. From here to the Cap-Sing-Moon pass is the deepest water; the rest is from 7 fathoms downward. The passage from this to Canton is a very safe one attended with little risk. The Chinese are a very turbulent lot of people, not easily kept in order. I keep the log of the *Kinshan*. (Extract of log put in and admitted. It was to the following effect:—

"In Canton finding passengers beginning to crowd on board shut all gangways. Find it impossible to keep them out, and received orders from the Captain not to receive another package of cargo.")

By Mr Sharp:—I cannot say how many passengers there were on board the steamer on the 17th. I made it a point not to enquire. I don't know how many passengers we are allowed to carry. I have received orders not to allow over-crowding. I don't know how many superficial feet there are on board. I think about 1000 passengers is her complement. I have not much to do with the passengers. I assist the purser. As Chief Officer I have a multiplicity of duties to perform at times.

Mr Brereton then addressed the Court. He said he never felt in a more melancholy mood. Here was a Company who had done much to build up the prosperity of the Colony during the last 14 years. Only

one accident had occurred in 14 years, and if they looked at the railways at home, they would see the great loss of life thus caused. Here was a Company which had been doing so much good to the Colony, and such a railway charge had been brought against it, to cause it to be mulcted in a fine by a wretched ordinance. It must be humiliating to him as an advocate. The ordinance he characterized as a delusion and a snare; so much so that if every British Colony were ransacked, not such an ordinance could be found. Here passengers were treated as dead weight, or as so many pigs of lead. It was a mass of stupidity. The learned counsel submitted that His Worship ought to pass over the ordinance altogether. Some people were thought to have special qualifications for drawing up ordinances, and yet were totally unfit. The ordinance was unjust and unfair. He would ask His Worship to treat the ordinance as a non-entity, or else to modify it considerably. Mr May held that not only was it necessary to prove that there were an excessive number of passengers, but the exact number in excess must be stated.

His Worship said that it was only necessary to prove the number said to be in excess; and further that however much he respected Mr May he should decide the case after reading the ordinance to the best of his ability.

The learned counsel next called His Worship's attention to the difficulty in keeping the passengers out of the steamer, and said that everything that could be done had been done. He also alluded to Captain Carey's evidence, by which he was shown that over two thousand could be carried in the *Powen* with safety. He submitted that there were a great many circumstances which should induce His Worship to mitigate the penalty. He called attention to the regulations in force with regard to steam launches. The figures he said had been arbitrarily arrived at. The rule of the Board of Trade for ascertaining the number of passengers to be carried in smooth-water steamers was to divide the number of superficial feet on deck by 3 and the after-cabin space by 6, and the sum of the two quotients was the number of passengers which should be carried. That, said the learned Counsel, was a sensible way of arriving at the number—it was not weight, but space that had to be considered. The Company had done no moral wrong, had been guilty of no moral offence. It dealt with His Worship entirely what due he should inflict, if he made up his mind to inflict a fine at all. The Company deserved the sympathy and aid of every man in the Colony. He endeavoured to show that the Magistrate had per w to reduce the penalty as he thought fit, and read the Ordinance so empowering him.

Mr Sharp said that was framed previous to the Ordinance at present in question.

Mr Brereton then continued to say that if the English Act had been in force here, there would have been no breach. And he asked His Worship to dismiss the case.

Mr Sharp said that the Court had only to deal with the Ordinance. He alluded to the danger of overcrowding in the case of collisions or fire, and called attention to the case of the *Princess Alice*. He thought the Police had only done their duty, and that his friend had gone rather far in his allusions both to the police and the gentlemen who framed the Ordinance. He alluded to the insufficiency of boats.

Mr Brereton said they had the number of boats provided for by the Merchant Shipping Act.

Mr Sharp continued, commenting on the absence of proper precautions being taken to prevent overcrowding; if there were turnstiles or something of that sort in use, the overcrowding might be prevented. The Police at Canton would lend every assistance if applied to. The learned counsel submitted that the Magistrates had no option but to inflict the full penalty, and that whatever view H. E. the Governor took of the case was another matter.

The number in excess in the *Kinshan* is 1,100 and in the *Powen* 935.

His Worship said that he felt sure that his only guide was the Ordinance of 1876. The Company had been fined before, and had taken no further precautions; if the means were not adequate, they should have provided further means; and further he was of opinion that if they had tried to prevent overcrowding at Canton, they would not have stopped at Whampoa. He should therefore inflict the full penalty of \$250 and \$5 a head on each passenger carried in excess.

Mr Brereton gave notice of appeal. The penalty thus amounts to \$10,875—*Kinshan*, \$5,600; and *Powen*, \$5,275; besides the penalty of \$250 in each case.

LACERT AT THE LATE FIRE.

Man Atong and three others were charged, on remand with stealing clothing and jewellery from the house of Mr Da Silva whilst a fire was raging in the next house. The 1st defendant was sent to 6 months' hard labour and 14 days' solitary confinement, for larceny. The 4th defendant was sent to six months' hard labour, the first and last 14 days to be in solitary confinement, and on the day previous to his release from Gaol he was ordered to be publicly exposed in the stocks for six hours at Wan-chai. The other two men were sent to three months' hard labour each as rogues and vagabonds.

(Before the Hon. C. May.)

ALLEGED EMBEZZLEMENT OF \$11,000.

Fong Ayow, compradore to Messrs Nourse Keowee & Co., was charged on remand with embezzling the sum of \$11,000 or thereabouts, the moneys of his employers with which he was entrusted by virtue of his employment.

Mr Denny appeared to watch the case on behalf of the defendant, and Mr Caldwell appeared to prosecute.

Mr Dababoy Mancherjee was declared to act as interpreter in Gujarati.

Abdool, Hester the bookkeeper to Messrs Nourse Keowee & Co., was examined, and deposed to the manner in which the accounts were kept and produced the books. Defendant's duties, said witness, are to keep the cash accounts, and receive and pay money on account of the firm. The defendant had furnished witness with an account of payments and receipts, and witness entered them in the cash book. These accounts were rendered at irregular intervals, sometimes a month, two months, three months, or even longer intervals. A daily balance was entered and carried onward until the final balance was obtained, when defendant furnished particulars. It was mutually understood that the final balance was accurate. Witness then related the routine of business, and then went on to say that the first time this year that he compared accounts with

defendant was on the 20th January, when the account embraced the period commencing on the 18th or 19th Nov. up to the 4th Jan. On the 6th Feb., he said, I and the defendant sat down to make up our accounts, commencing from 6th January to 5th February inclusive. The balance then struck was \$11,157.09; on the 5th January it was \$11,683.42. On the preceding day it was \$9,119.02, and I account for the sudden rise thus: after I had settled the account on the 4th January I found by reference to my books that certain items had been omitted. I found out these omissions between the 20th and 23rd January, by comparing the defendant's accounts with my own books, i.e., the journal, ledgers, sales-book, and others. The items omitted were proceeds of goods sold on account of the firm. I made a memorandum at the time of the omissions I discovered. I produce it; after I made the memo., I told the defendant the omissions I had discovered. I spoke in plain English. I said, referring to the memo., "This money you no have puttee book." Defendant replied, "My no have cathee money." The first item I discovered to have been omitted was three chests of opium (\$1,692.62) sold 17th April, 1878, and I immediately told the defendant. I asked him why he had not entered the money for the three chests in his book, and defendant said "I look see my book." He went to look at his book, and came to me next morning saying, "My have look see book, my no have cathee money." I then went to the house of the firm to whom the opium had been sold, accompanied by the defendant. The merchant (Rhamtollah) spoke to the defendant in pidgin English, "My have pay Hadji Ali's cheque on Shanghai Bank; that money you have cathee, no have cathee?" Defendant said, "My wanchoe go Shanghai Bank make look-see my have cathee that cheque." The next day defendant said he found that he had collected the amount of the cheque. He said, "I have go Shanghai Bank, have see that cheque proper, my just now can puttee book." On the 6th February when I next took the accounts from the defendant he related that item as due to the firm. This is one of the items which go to make up the difference in the balance of the 4th and 5th of January. I found another omission of four chests of opium sold to Kwong Sung Lung in April 1878. The amount the opium was sold for was \$2,336. I said to defendant "Bombay counter four chests Patma short; sometimes you no can finde, spon you no finde I can finde but give me plenty trouble." Defendant came to me next morning and said "Yes, have got four chests sold to Kwong Sung Lung, I have cathee money 24th April, can puttee book." This item also formed part of the balance shown on the 5th January. I know that these two items formed part of the balance due by the defendant to the firm on the 6th February, because the debit side of the account was insignificant, and not one cent was paid into the Bank. Between \$600 or \$700 appear on the debit side in sundry items. To the best of my knowledge the balance has not been reduced by payment of any money to the firm. On the 2nd December I paid defendant on account of the firm \$56.15, and this did not appear in the account rendered by defendant up to 4th January. I spoke to the defendant about the amount, and he admitted it.

The case was then remanded until the 1st March at noon.

NEWS BY THE AMERICAN MAIL.

The O. & O. S. S. *Belgia*, Capt. Meyer, with dates from San Francisco to Jan. 21 arrived this morning.

TELEGRAMS.

London, Jan. 17.—The United States sailing-ship *Constitution* went ashore early this morning, on Ballard Point, near Swansea, England. Steam-tugs have been sent to her assistance. The ship was on her way from Havre to New York. Her Majesty's ship *Warrior* has gone to her assistance.

Liver.—By the combined efforts of several tugs, the United States ship *Constitution* got off the sand and was immediately towed to Portsmouth for examination. She has suffered no apparent damage. The reason of her stranding is unknown.

London, Jan. 17.—An enormous crowd has assembled in Lombard street, and great excitement prevails over a reported run on the London and County Bank. A dispute about a cab fare in front of the bank attracted a crowd. This was about 11 o'clock.

It soon began to be noticed about the genuine run on the bank was begun, and the street ever since has been blocked with people. A corps of policemen is keeping order. The bank has a good many branches in the suburbs, and the rumor spreading may cause such a drain on its cash resources as to bring the concern into difficulty.

London, Jan. 17.—The *Times*, in its financial article this morning, says: There is no direct evidence that Germany has sold any of her surplus silver, but unless it comes from that quarter it is not clear whence the amount which commanded 604d. per ounce on Thursday could have been obtained, as the market was said to have been entirely bare before that transaction. The current opinion is that in the probable event of the Indian demand being prolonged, Germany will come on the market as a seller.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAM-SHIP "SAINT MARK,"
FROM LONDON, PENANG AND
SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby notified that
the cargo will be landed and stored
at their risk in the Godowns of the
Undersigned, (the Hongkong Wharf and
Godowns, Wanchai), whence and from the
Wharf or Boats delivery may be obtained.
Optional Cargo will be sent on, unless
Notice to the contrary be received before 5
p.m. to-day.

Cargo remaining undelivered after the
2nd Prox. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MEYER & Co.,
Agents.

Hongkong, February 22, 1879. mal

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. DJEMNAH.

NOTICE.

CONSIGNEES of Cargo per S. S.
Gange, from London, in connection
with the above Steamer, are hereby
informed that their Goods are being
landed and stored at their risk at the Com-
pany's Godowns, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signees, before To-day, the 21st Instant,
at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after Fri-
day, the 23rd Instant, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 21, 1879.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Ex "Ava."

A M E (in diamond) A M C (underneath)
No. 8/8, Order, 2 cases Haberdashery,
from London.

H J A H (in cross) No. 107, Aldridge
Salmon & Co., 1 case Hosiery, from
London.

Hongkong, February 15, 1879.

TO LET.

TO LET.

THE DWELLING HOUSE, OUT-
HOUSES, OFFICES and
GODOWNS,
Recently occupied by Messrs W. PUSTAU
& Co.

Apply to
LINSTEAD & Co.
Hongkong, February 15, 1879. mal

TO LET.

PORTION of a HOUSE, very suitable
for OFFICES and DWELLING, also
for a STORE, Queen's Road Central.
Possession 1st March next.

Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

TO LET.

IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East—

FIRST FLOOR, No. 2, with possession
1st February.

HOUSE No. 4, Praya East, either the
whole House or in Flats, with possession
on the 1st April next.

As also,

A FRONT and BACK ROOM in the
DWELLING to the eastward of the Pier,
with part of its spacious Verandah. Imme-
diate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.

Also,
A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage at the Yard Rented.

For further particulars, apply to
MEYER & Co.
Hongkong, August 15, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.

Apply to
TURNER & Co.
Hongkong, August 1, 1878.

TO LET.

FIRST CLASS OFFICES and GO-
DOWNS, Nos. 54 and 60,
Praya Central.

Apply to
WO HANG,
Nos. 6 and 7, Praya West,
Hongkong, January 2, 1879.

Mails.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
GUALIOP, Captain J. C. BABOT, will leave
this on SATURDAY, the 1st March, at
Noon.

For further Particulars, apply to
A. MOIVER, Superintendent.
Hongkong, February 18, 1879. mal

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

ALSO,
PONDIOHERRY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON SATURDAY, the 8th March, 1879,
at Noon, the Company's S. S.
A V A, Commandant RAYETEL, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.,
on the 7th March, 1879. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 25, 1879. mal

Occidental & Oriental Steam-
Ship Company.TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,IN CONNECTION WITH THE
CENTRAL
and
NION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. BELGIC will be despatched
for San Francisco via Yokohama,
on MONDAY, the 17th day of March, 1879,
at 3 p.m., taking Cargo and Passengers to
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 16th March. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, February 26, 1879. mal

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

INSURANCES.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
General Agent,
Hongkong, December 4, 1878.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income \$ 250,000

THE Undersigned having been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

THE Undersigned having been appointed
Agents for the above Company, have
this Day taken over charge of the Hong-
kong Agency, and are prepared to grant
INSURANCE on MARINE RISKS at Current
Rates to all parts of the World.

MEYER & Co.
Hongkong, February 10, 1879.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
Agents in Hongkong for the above-
named Company, are prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of \$50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premiums for Life Insurance
in China.

MEYER & Co.
Hongkong, August 13, 1878.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored thereon, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHRAN,
Secretary.

Hongkong, November 1, 1871.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

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